





To-day's  
Advertisements.JUBILEE LODGE  
OF INSTRUCTION.

THE REGULAR MEETING of the above Lodge of Instruction will be held in FREEMASONS' HALL, Zetland Street, TONIGHT, the 4th instant, at 8 for 8.30 P.M. Visiting Brethren M.M. are cordially invited.

A paper will be read by the Secretary, on "Ancient Craft Masonry."

Hongkong, 4th October, 1899. [1256a]

## HONGKONG CLUB.

## NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held at the CLUB HOUSE, on THURSDAY, the 19th October, 1899, at 5 P.M. for the purpose of confirming or otherwise the RESOLUTION passed at the Extraordinary General Meeting held on the 3rd instant.

By Order,

C. H. GRACE,

Secretary.

Hongkong, 4th October, 1899. [1256a]

FOR MANILA, VIA AMOY.  
(Taking Cargo at through Rates for Hongkong.)

THE Steamship

"SALVADORA,"  
Captain Giffels, will be despatched as above on FRIDAY, the 6th instant, at 5 P.M. instead of as previously notified.

For Freight or Passage, apply to

BRANDAO & Co.,

Agents.

Hongkong, 4th October, 1899. [1256a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"SARFEDON,"

Captain Grier, will be despatched as above on FRIDAY, the 6th instant.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 4th October, 1899. [1256a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG,"

Captain Robson, will be despatched for the above Ports, on SATURDAY, the 7th instant, at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAIBRAK & Co.,

General Managers.

Hongkong, 4th October, 1899. [1256a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG,"

Captain Moore, will be despatched as above on MONDAY, the 9th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 4th October, 1899. [1256a]

AUSTRIAN LLOYDS STEAM NAVIGATION COMPANY.

STEAM FOR

SINGAPORE, PENANG, RANGOON, COLOMBO, BOMBAY, KARACHI, ADEN, FUMIE AND TRIESTE.

(Taking Cargo at through rates to South Africa, PERSIAN GULF, RED SEA, BLACK SEA, LEBANT AND ADRIATIC PORTS.)

THE Company's Steamship

"MARIA VALERIE,"

Captain A. Fellner, will be despatched as above on WEDNESDAY, the 11th instant, P.M. Silk and Valuables are transported on arrival at Bombay into an accelerated liner.

For information as to Passage and Freight, apply to

SANDER, WIELER & Co.,

Agents.

Hongkong, 4th October, 1899. [1256a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIDOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"

Captain Ellis, will be despatched as above on FRIDAY, the 20th instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 4th October, 1899. [1256a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA STRAITS.

(Taking Cargo at through Rates for LIVERPOOL, GLASGOW, CONSIDERATE PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"OANFA,"

J. A. Davies, Commander, will be despatched as above on or about the 5th November.

For Freight, &c., apply to

HOLLIDAY, WISE & CO.,

Agents.

Hongkong, 4th October, 1899. [1256a]

To-day's  
Advertisements.

## NOTICE TO CONSIGNEES.

FROM BOMBAY AND STRAITS.

THE P. & O. S. N. Co.'s Steamship

"TIENTSIN,"

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 10th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,

Superintendent.

Hongkong, 4th October, 1899. [1256a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM LIVERPOOL.

THE Company's Steamship

"OANFA,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, where delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersecretary before Noon on the 13th instant, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 10th instant.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 10th instant will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Bills of Lading will be countersigned by

HOLLIDAY, WISE & Co.,

Agents.

Hongkong, 4th October, 1899. [1256a]

NOTICE TO CONSIGNEES.

S.S. "AFGHANISTAN,"

FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersecretary on or before the 11th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED.

Agents.

Hongkong, 4th October, 1899. [1256a]

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAUSE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Office, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLEWORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiorress will also be most grateful for any Papers, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892. [1256a]

Entimation.

A. S. WATSON & Co.,

LIMITED.

ESTABLISHED A.D. 1841.

IMPORTERS OF HIGH-CLASS

BRANDIES.

A.—Hennessy's Old Pale, Red

Capsule - - - - - \$18

B.—Superior Very Old Cognac

Red Capsule - - - - - \$21

C.—Very Old Liqueur Cognac

V.O.—D.—Hennessy's Finest

Very Old Liqueur Cognac, 1872 Vintage, Red

Capsule - - - - - \$36

V.V.O.—E.—Finest Very Old

Liqueur Cognac, 1862

Vintage - - - - - \$48

All our Brandy is guaranteed to be pure Cognac, the differences in price being merely a question of age and vintage.

Smaller quantities and sample

bottles will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., Limited.

QUEEN'S ROAD CENTRAL

Hongkong, 4th October, 1899. [1256a]

THE HONGKONG TELEGRAPH

HONGKONG, WEDNESDAY, OCTOBER 4, 1899.

NOTES AND COMMENTS.

THE TRANSVAAL CRISIS.

The Reuter's telegram which we publish to-day is certainly the most warlike that has been so far received, and the general opinion is that war can no longer be avoided but is inevitable. This feeling is particularly strong in mercantile circles, for the merchant and banker pay more attention to the rise and fall of Consols than to the rumours of hostile attitude, which may often be exaggerated. Consols may be regarded as the business man's barometer. They fall for stormy times and rise once more when the political horizon clears. The rumour that a further issue of Consols to the value of twenty-five millions sterling is contemplated is looked upon as serious, for it is hard to believe that such an enormous sum would be required merely for the coming war in the Transvaal, and folks are asking one another whether this may not point to other complications of which at present we know nothing. It must be borne in mind that many thinking men are of opinion that Russia is only awaiting an opportunity to strike at us when we are engaged with some other Power and our attention thus diverted from her movements. At all events, nothing is impossible nowadays and nobody can predict into what other complications war with the Transvaal may not lead us.

GERMANY AND THE TRANSVAAL.

Yesterday's telegram announcing that General JOUBERT had arrived at Volksrust with four thousand five hundred men, including five hundred Germans, appears to have aroused considerable comment as to the attitude to be assumed by Germany in the event of hostilities. We have heard the opinion expressed that the presence of these five hundred Germans with the Transvaal forces shows that that Power will throw in her lot with the Transvaal and will back up President KRUGER. We do not think that this will prove to be the case, however. It must be remembered that every able-bodied citizen between the ages of sixteen and sixty is required to take up arms when the State is threatened and therefore the five hundred Germans to whom Reuter alludes are, in all probability, merely carrying out their duty to the country in which they happen to reside. In every country are to be found aliens of various races who would take arms against any other nation than their own in defence of their adopted homes, and it is therefore wrong to blame a whole nation for the acts of a few. It is not likely that these five hundred Germans represent a tenth of the German inhabitants of the Transvaal, and the fact that they have thrown in their lot with President KRUGER cannot be taken as proving conclusively the attitude of Germany.

THE BOER FORCES.

Very near where a large Boer camp is being formed, is situated in the south-east corner of the Transvaal on the Unvolslo river, some little distance within the Transvaal border and above Ulundi, which is in British Territory upon the same waterway. From this point Dundee, where some of our troops have been stationed on the Durban-Johannesburg railway, could apparently be easily reached, or a descent could be made into Zululand. Making, as we have before pointed out, is situated in British Bechuanaland and is connected with Cape Town by rail, so it is presumable that troops can be sent there at short notice, so long as they are available at the latter place. Volksrust, mentioned in the telegram we published yesterday, we have been unable to discover upon any map of the Transvaal obtainable, but it is most probably in the neighbourhood of the Durban-Johannesburg line. Apparently it is in the neighbourhood of Mafeking and British territory near Majuba Hill that the Boers are planning their system of attack or defence as the case may be, and at whichever point they commence hostilities we have a railway to defend and keep open in order that our supplies may not be cut off. It would not come as a surprise to hear that the *Powerful and Terrible* had landed a naval brigade at Durban to aid in protecting the railway until the arrival of the army corps which is being despatched from England, or until the arrival of the Indian contingent.

REUTER'S TELEGRAMS.

THE TRANSVAAL CRISIS.

LONDON, October 2nd.

The Government have notified the Omnibus (and 2) Tramway Companies that they may requisition their horses.

Various reports concern that the Boers are rapidly massing near Charlestown and Mafeking; the latter place is especially exposed to attack. Scarcity of water in Rhodesia and Bechuanaland is causing much anxiety.

Consols fell yesterday 1/4, mainly owing to a general impression that an issue of £25,000,000 is impending. The Queen's Privy Council will meet on Saturday and Parliament will probably be convoked on the 17th instant.

TYPHOON WARNING.

HONGKONG OBSERVATORY REPORT.

The Observatory report says:—

On the 4th at 12.5 p.m. the barometer has fallen on the China coast and over the Philippines. The depression seems to be situated near N. Luzon, and probably moving in a westerly direction. The highest pressure lies over N. China and Japan. Gradients moderate to rather steep, with strong monsoon on the coast generally, and gales in the N.E. part of the China Sea. FORECAST:—Fresh N. winds; fair, squally.

WARNING FROM MANILA.

The following telegram has been courteously forwarded to us by U. S. Consul-General R. Wildman:—

MANILA OBSERVATORY, October 4th, 9.50 a.m.

Typhoon in Pacific; East of Luzon.

5d.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, OCTOBER 4, 1899.

NOTES AND COMMENTS.

THE TRANSVAAL CRISIS.

The Reuter's telegram which we publish to-day is certainly the most warlike that has been so far received, and the general opinion is that war can no longer be avoided but is inevitable. This feeling is particularly strong in mercantile circles, for the merchant and banker pay more attention to the rise and fall of Consols than to the rumours of hostile attitude, which may often be exaggerated. Consols may be regarded as the business man's barometer. They fall for stormy times and rise once more when the political horizon clears. The rumour that a further issue of Consols to the value of twenty-five millions sterling is contemplated is looked upon as serious, for it is hard to believe that such an enormous sum would be required merely for the coming war in the Transvaal, and folks are asking one another whether this may not point to other complications of which at present we know nothing. It must be borne in mind that many thinking men are of opinion that Russia is only awaiting an opportunity to strike at us when we are engaged with some other Power and our attention thus diverted from her movements. At all events, nothing is impossible nowadays and nobody can predict into what other complications war with the Transvaal may not lead us.

GERMANY AND THE TRANSVAAL.

Yesterday's telegram announcing that General JOUBERT had arrived at Volksrust with four thousand five hundred men, including five hundred Germans, appears to have aroused considerable comment as to the attitude to be assumed by Germany in the event of hostilities. We have heard the opinion expressed that the presence of these five hundred Germans with the Transvaal forces shows that that Power will throw in her lot with the Transvaal and will back up President KRUGER. We do not think that this will prove to be the case, however. It must be remembered that every able-bodied citizen between the ages of sixteen and sixty is required to take up arms when the State is threatened and therefore the five hundred Germans to whom Reuter alludes are, in all probability, merely carrying out their duty to the country in which they happen to reside. In every country are to be found aliens of various races who would take arms against any other nation than their own in defence of their adopted homes, and it is therefore wrong to blame a whole nation for the acts of a few. It is not likely that these five hundred Germans represent a tenth of the German inhabitants of the Transvaal, and the fact that they have thrown in their lot with President KRUGER cannot be taken as proving conclusively the attitude of Germany.

THE BOER FORCES.

Very near where a large Boer camp is being formed, is situated in the south-east corner of the Transvaal on the Unvolslo river, some little distance within the Transvaal border and above Ulundi, which is in British Territory upon the same waterway. From this point Dundee, where some of our troops have been stationed on the Durban-Johannesburg railway, could apparently be easily reached, or a descent could be made into Zululand. Making, as we have before pointed out, is situated in British Bechuanaland and is connected with Cape Town by rail, so it is presumable that troops can be sent there at short notice, so long as they are available at the latter place. Volksrust, mentioned in the telegram we published yesterday, we have been unable to discover upon any map of the Transvaal obtainable, but it is most probably in the neighbourhood of the Durban-Johannesburg line. Apparently it is in the neighbourhood of Mafeking and British territory near Majuba Hill that the Boers are planning their system of attack or defence as the case may be, and at whichever point they commence hostilities we have a railway to defend and keep open in order that our supplies may not be cut off. It would not come as a surprise to hear that the *Powerful and Terrible* had landed a naval brigade at Durban to aid in protecting the railway until the arrival of the army corps which is being despatched from England, or until the arrival of the Indian contingent.

REUTER'S TELEGRAMS.

THE TRANSVAAL CRISIS.

LONDON, October 2nd.

The Government have notified the Omnibus (and 2) Tramway Companies that they may requisition their horses.

Various reports concern that the Boers are rapidly massing near Charlestown and Mafeking; the latter place is especially exposed to attack. Scarcity of water in Rhodesia and Bechuanaland is causing much anxiety.

Consols fell yesterday 1/4, mainly owing to a general impression that an issue of £25,000,000 is impending. The Queen's Privy Council will meet on Saturday and Parliament will probably be convoked on the 17th instant.

TYPHOON WARNING.

HONGKONG OBSERVATORY REPORT.

The Observatory report says:—

On the 4th at 12.5 p.m. the barometer has fallen on the China coast and over the Philippines. The depression seems to be situated near N. Luzon, and probably moving in a westerly direction. The highest pressure lies over N. China and Japan. Gradients moderate to rather steep, with strong monsoon on the coast generally, and gales in the N.E. part of the China Sea. FORECAST:—Fresh N. winds; fair, squally.

WARNING FROM MANILA.

The following telegram has been courteously forwarded to us by U. S. Consul-General R. Wildman:—

MANILA OBSERVATORY, October 4th, 9.50 a.m.

Typhoon in Pacific; East of Luzon.

5d.

## LOCAL AND GENERAL.

THE U. S. S. *Oregon* leaves Manila for this port on the 20th.

The mortality of the City of Bombay continues to increase.

The new bridge over the Goomti at Lucknow will cost Rs. 1,150,000.

H.M.S. *Undaunted* sails for Manila on Saturday next to relieve the *Endymion*.

The wages of skilled and unskilled labour in India show a general tendency to increase.

LARGE numbers of famine-stricken people continue to arrive in Bombay from famine areas.

The scarcity of water in Marwar and Bikaner is said to be very great, and in some places it is being sold!



Answer—  
In answer to Question 5, I beg to state that the Government is taking care of one of the sons of the deceased.

(7.) What satisfaction, if any, has been obtained from the Chinese Government for the assault by the Chinese on the Honourable the Captain Superintendent of Police before our New Territory was taken over, and in respect of the resistance by thousands of armed Chinese to the British entering into possession of the area leased by the Imperial Chinese Government to Great Britain by the Convention of June, 1898, the quelling of which resistance resulted in considerable and lamentable loss of life and which forced upon the Colony substantial amount of extra and avoidable expenditure?

Answer—  
In reply to Question 5, I beg to refer the Honourable Member to page 21 of the published correspondence for a translation of the Proclamation issued by His Excellency the Governor, and I now lay upon the table a translation of the Proclamations issued by the Magistrate of the San On District and the Viceroy of the Two Kwong Provinces. So far as can be ascertained the dates of posting the Proclamations were as follows:

The Proclamation of the San On Magistrate was posted between the 27th and the 30th March.

The Proclamation of the Viceroy was posted about the 31st April.

The Proclamation of His Excellency the Governor was posted between the 10th and 15th April.

(8.) Has the attention of the Honourable the Director of Public Works been directed to the "China Mail's" leading articles of 15th and 23rd August alleging the existence of jerry building in Hongkong; will the Honourable Member inform the Council whether the said allegation is well founded; and if so, will he state what powers his Department possesses to prevent the erection of such buildings, when action has been taken by his Department in the matter; and if his powers are insufficient, is he taking any steps to get increased powers?

Answer—  
The answer to Question 7 is, "I cannot say."

ORDERS OF THE DAY.

The following went before the committee and were passed.

The Bill entitled An Ordinance for the Naturalization of Sin Iip Pan, alias Sin Shi Fan, alias Sin Shiu Kin, alias Sin Ping Kin was read the first time.

The Bill entitled An Ordinance for the Naturalization of Kwok Yung Kam alias Kwok To Kai alias Kwok Ying was read the first time.

The Bill entitled An Ordinance for the Naturalization of Ho Shun To, alias Ho Kwan Yik, alias Ho Ping Un, alias Ho Tsai was read the first time.

The Bill entitled An Ordinance for the Naturalization of Hui Chao, alias Hui Shing Tsun, alias Hui Ping Fong, alias Hui Nai Kwai was read the first time.

The Bill entitled An Ordinance for the Naturalization of Lo Kiu Tin, alias Lo Fung, alias Lo Ching Chiu, alias Lo Tin Fui was read the first time.

The Bill entitled An Ordinance to amend the Vagrancy Ordinance, 1897 was read the first time.

The Bill entitled An Ordinance to amend the Rating Ordinance, 1888 was read the first time.

The Bill entitled An Ordinance to amend the Crown Lands Resumption Ordinance, 1889 was read the first time.

Committee on the Bill entitled An Ordinance to amend "The Protection of Women and Girls Ordinance, 1887."

M.R.—A meeting of the Finance Committee will be held immediately after the Council.

## FOOTBALL.

Looker and Pinckney were the respective captains of the six-a-side teams yesterday. With the exception of four men all were new players, one or two of whom shaped very well, but it is quite evident that this month must be devoted to hard and persistent practice for any of them to replace any of last season's players. Looker, as usual, entered into the spirit of the game yesterday, and Pinckney was as cool and confident as ever. F. K. Hew, last season's custodian, was in the forward rank for Pinckney and once showed a clean pair of heels to his pursuers and landed a goal. Wild, for his side, also scored, and the game ended "one all."

## THE PLAGUE.

Cases reported to 3rd instant ..... 1,471  
Do. do. during past 24 hours..... 0  
Total..... 1,471

Deaths reported to 3rd instant..... 1,413  
Do. do. during past 24 hours..... 0  
Total..... 1,413

## SIAM MURDER CASES.

SENTENCED TO DEATH.

At Bangkok, on the 15th September, Nai Choo was put on his trial for the wilful murder of his father, the late Nai Chamroon, a timber merchant of Samson. The deceased was a very rich man, who died suddenly on the 18th July at Bangkok; after taking some medicine given him by a servant. The medicine tasted so bitter that deceased at once said that some one had tried to poison him. He told the servant to drink the medicine. The servant did so. The cup with the stuff was then taken round for others to taste. A daughter of the deceased refused to taste it; another did taste it but spit the stuff out as being bitter. In the meantime, deceased rapidly grew worse and died. The servant who drank the medicine also died. The medicine was found to contain strychnine. Three days before this happened, the prisoner went to a dispensary to buy strychnine, but was refused. Shortly afterwards a well-dressed Siamese went to Messrs. Grimm and Co's to buy poison for rats, and bought three grains of strychnine. It was to poison rats that the poison was asked for at the dispensary also. Strychnine was found in the body of the servant who died after drinking of the same cup of medicine as Nai Chamroon. On the night before the death the prisoner went to see his father, who was perfectly well. About 10 o'clock he father retired, leaving the prisoner in the room where they had been talking. The medicine was kept in that room. Nobody saw the prisoner leave the house, but he was seen alone in the room for some time after his father left it. The evidence against the prisoner was purely circumstantial, and tended to show that he had quarrelled with his father and was desperately in want of money owing to his leading a dissipated life. The trial lasted several days. The judges found the prisoner guilty, and sentenced him to death. The case has called attention to the fact that there are no regulations for the sale of poisons at Bangkok.

AN EXECUTION.

At Hongkong, while recently convicted of having committed murder at Patung, near

Bangkok, was beheaded there on the 23rd of last month. He killed the owner of a house that he was plundering. The execution took place in the presence of the governor, chief judge, and other officials, and of a large number of the people. This man was a rather notorious character, and he confessed to having stolen 3,000 buffaloes in his time, but to the last he denied that he was a murderer.

## NEWS FROM JAPAN.

(From Exchanges).

### Stranding of the "Argyll."

A Court of Inquiry into the circumstances attending the stranding of the steamer *Argyll* was opened in the British Consulate in Kobe on the 25th Sept.

The Court consisted of Lieut. A. H. Pearson, of H. M. Ship *Thetis*; Mr. Willeman, Vice-Consul; and Capt. Brown of the *Obra*, and Capt. Attree of the *Saint Irene*. Mr. Brushfield, solicitor, appeared for Capt. Thompson of the *Argyll*.

The judgment of the Court was not declared till close one p.m. Its points were:— Captain Thompson exonerated from all blame.

Hugh Wilson, mate, to blame for the stranding of the ship in that he did not see cable on finding bad weather setting in or when the ship commenced to drag.

Also of opinion that the engines were available for use before the grounding and should have been used.

The Court is of opinion that it would be a great advantage for the shipping generally in the harbour if the weather signals were shown in a more conspicuous manner.

Mate's certificate as master suspended for the period of three calendar months from this date and the Court recommends that a certificate of lower grade be granted to him.

### The Miller Appeal Case.

THE SCENE IN COURT.

TOKIO, September 22nd.

On Tuesday and Thursday last the hearing of the Miller appeal case took place in the Appeal Court, which is located on the second story of the new brick building at Iliya, known as the Judicial House.

On Tuesday the audience was large, some four hundred people being admitted, and a great number more turned away. The prisoner looked well in spite of his incarceration, and his demeanour was still distinguished by a perfectly unbroken style. In the dock he stood perfectly motionless as if aware of his painful position as a prisoner charged with a terrible crime, his face turned a little downwards, and his hands by his sides. As to the audience, two men were expelled by the police for falling asleep during the examination, as such an act was calculated to impair the dignity of the Court.

On Thursday the rain prevented many persons attending the Court. The same tedious process was repeated: the former depositions being first read over by the Clerk, then translated into English by the interpreter, who read the corresponding portions of the testimony in English. The judge made some remarks, which were responded to by Miller.

The policemen on duty continued the audience when the proceedings were about to be opened, evidently in view of the expulsion resorted to on the previous day, and the press representatives were likewise told not to leave or enter the court-room, except for the purpose of dispatching copy or for changing turns—a caution which was disregarded. Barrister Akiyama, lately chief of the Yokohama Sabansho, brought forward his whisky theory, in which he appeared to be soot stuck fast and unable to get out.

The constant repetition in the leading barrister's address of the words must have recalled to the prisoner's mind some of the wild times he had had under his influence. Barrister Inouye made a brilliant defence, objecting to the evidence given by the Chinese witness. The Prosecutor answered him at some length and finally Mr. Inouye's objections were over-ruled. The next speaker was Mr. Makino, who made a few somewhat irrelevant statements, of which the Prosecutor took advantage. Yet he went on to speak, and this in face of the fact that the Prosecutor was still standing. This brought a shrill cry from the Bench of "Mate" (wait) uttered in an angry tone.

The judge cautioned the barrister to comply with the etiquette of the Court, and the barrister retorted that he was not going to speak any more. It was a rather stormy scene, which broke the monotony of the proceedings.

### MILLER CONFESSES.

TOKIO, September 26th.

R. Miller has confessed that he killed a foreigner and two Japanese women Suze and Aki. —*Kobe Shinbun*.

### The Queen v. Leopold.

The Judicial Committee of the Privy Council of Great Britain recently heard a petition by Charles Emil Leopold for special leave to appeal in *forma pauperis* against a conviction and sentence of two years imprisonment with hard labour passed upon him by Her Britannic Majesty's Consular Court at Yokohama on December 16th, 1898.

After hearing the grounds of the petition, their Lordships (the Lord Chancellor, Lord James of Hereford, and Lord Justice A. L. Smith) intimated that they were unable to advise Her Majesty to assent to the prayer of the petition, which would therefore be dismissed.

**Naturalisation of Foreigners.**

A Tokyo dispatch to the *Osaka Mainichi* announces that many applications have been received from foreigners who desire to be adopted by Japanese families in order to become naturalised. As, however, none of the applicants possessed the qualifications necessary under the Naturalisation Law, the applications have all been returned.

**The Depression in the Match Trade.**

The *Osaka Asahi* attributes the present depression in the match trade in China to the strong competition of the Swiss matches and also to the general depression of trade at Shanghai and Hongkong in consequence of political unrest in Great Britain, China and France. The match manufacturers at Hyogo and Kobe, who rely upon Chinese merchants in their business, are said to be placed in a very difficult position.

**Prisoners in the Kobe Prison.**

The number of prisoners in the Kobe Prison on the 22nd instant was 1,189, which shows a decrease of 193 as compared with the corresponding date of last year. The decrease is attributed to the expeditious manner in which trials are now conducted, and also to the decrease in the number of convictions for theft and gambling. Two buildings have been added to the prison for the accommodation of foreign prisoners, but up to the present the cells have been quite unoccupied, not a single foreigner having been arrested.

## Count Kabayama.

The Minister of Education denies emphatically the rumour that he has tendered his resignation, and ridicules the idea that he has any intention of doing so. As to the difference of opinion between him and the Minister of State for Finance, he says that there is none, and no reason for anything of the sort. It will be remembered that the removal of Count Kabayama's family from his official residence was one of the bases of the rumour, but the Count says that the removal was simply a question of climatic convenience in the summer months. The eight-year scheme of educational expansion drawn up by the Count, said to have been rejected by the Finance Department, appears to be still on the tapis, but the appropriations made by the Treasury will probably be inconsiderable at first.

## Another Semi-Japanese play in London.

There is to be another semi-Japanese play on the boards of a London theatre shortly, says a London paper. It is not to be anything indicating Japanese drama, but it is to be more or less suggestive of the country. Mr. B. C. Ferndale is the author of *Moonglight Blossom*. The characters, including Arumio (Mr. Robertson) and Inamura Nanyo (Mrs. Patrick Campbell), are Japanese, and the action of the play is carried on in one of the southern islands of the archipelago, in the soft-scented atmosphere of flowers, and to the whirring accompaniment of flying cicadas. But with these Japanese part ends. There appears to be nothing in it about mosquitoes, earthquakes or typhoons.

## "Japan had better close her Ports."

The same paper, on the 23rd, says:—

The *Chuo Shinbun* continues to publish the opinions of prominent men of business with reference to the subject of admitting foreigners to mining enterprise in Japan. Mr. Shibusawa Eichi is quoted as saying that if Japan intends to shrink from foreign competition in the field of mining, she had better close her ports and go back into her shell altogether. He does not doubt that the foreign capitalist and labour-organiser would prove an invincible competitor in some of the more considerable fields, but he declares, must be prepared to meet such contingencies. Mr. Shibusawa makes one reservation, however, which seems a little obscure. There must be no conflict, he says, with the laws of the land. Probably he means that, to admit foreigners to mining enterprise ought not to carry with it the privilege of owning real estate.

## Americans in Japan.

Are Americans better patriots when they are away from home? is a question asked by the *New York Times*, which continues to discuss the subject as follows:—This is a question worth an answer at any time, but it is especially worth one just now. It appears that in the Japanese City of Yokohama there is a little American colony of some fifty families, and that these fifty families have undertaken to feed and care for the ten thousand American soldiers who are to pass through their city on their way from the Philippine Islands. The accounts do not state that there is any one family that has refused to take part in the handsome act of hospitality, nor do we read that any person has uttered sentiments of opposition in loud tones. Yet we may be perfectly sure that if the same matter came before a community of fifty families in this land it would be found that at least one of the families would object to the grounds, to contributing of their property to the care of soldiers who, according to his views, had been engaged in a cruel, inhuman, and unjustifiable war. According to the home-staying holders of such views, the soldiers should be put out of existence as soldiers, instead of being fed and cared for.

## Foreigners in Japanese Mining Enterprise.

The opinions of certain leading Japanese men of affairs have been sought by the *Chuo Shinbun* with reference to the question of admitting the Mining Law so as to permit foreign enterprise in that important field, says the *Japan Mail* of 22nd September. Three of these opinions are published by our contemporary, two are emphatically conservative and one is liberal. The conservatives are Mr. Tomita Tetsunosuke, formerly Governor of Tokyo, and Mr. Okura Kibachiro; the liberal is Mr. Masuda Ko. Mr. Tomita is astounded that such a project should be entertained for a moment. He appears to have a very singular idea of the methods of foreigners. They would extract ore recklessly, he says, and sell it recklessly (*pinkunai rambaru*), and altogether his language suggests that he regards the foreigner as a kind of ogre, who consumes everything he finds and produces nothing for any one but himself. If Mr. Tomita could show that mining operations are conducted in any part of the world, not excluding Japan, on lines of moderation and conservatism, his dread of placing this country's minerals at the disposal of all nationalities might have some basis of reason. It is plain, however, that he does not reason from facts but from fancies. He considers the mines of Japan in the light of delicate properties, to be nursed and cherished like pretty babies, and he considers the average foreigner a rough, greedy individual who can not be safely permitted to lay hands on Japan's frail belongings. One would suppose that in working a coal mine, for example Japanese owners carefully considered every ounce of mineral taken out, calculate the number of ounces left, and adjust their price with reference not merely to the remaining stocks, but also to the importance of preventing the public from becoming too greedy for coal, whereas the foreign owner picks and shovels and dumps the mineral on the market without any thought of these sundry contingencies. Truly Mr. Tomita should devote himself to the study of the *cha-no-yu* cult. He could not fail to find that science congenial. Mr. Okura Kibachiro has more definite ideas. Minerals are, in his opinion, the great source of national wealth, the veins in the life-blood of the nation's vitality. He can not reconcile himself to the notion of allowing aliens to lay their hands upon these treasures. He is shocked by the violence to which China is exposed by greedy exploiters of her mines, and when he contemplates the result of extending the Mining Law in the sense suggested, he sees the country's mineral resources monopolized by European and American vampires who will suck her life-blood and leave her in a condition incapable of recuperation. We wonder what Mr. Okura would do with Japan's minerals. Does he think that they ought to be left lying in the ground, like money in an old woman's stocking, or strictly limited rate and by Japanese workmen and capitalists only? It is pleasant to turn from such theories to the broad views of a man like Mr. Masuda, who sees no reason whatever why the foreigner should be excluded from the field of mining, and who believes that Japanese enterprise would receive a wholesome stimulus and Japanese methods be materially improved by association with foreigners.

The *Chuo Shinbun* itself invites us (*Japan Mail*) to consider the arguments advanced by it in an article published subsequently to our recent comments. The gist of the article, so far as we can judge, is that if the country's coal mines fell into foreign possession, great inconvenience might be suffered in the event of war. But why? The mines would still remain in Japan's dominions, and practically subject to her control. If coal was wanted for the country's ships, and if the foreign mine-owners refused to furnish it, there could be any heating on the Government's part as to the proper course to adopt? Perhaps our contemporary thinks that the owners would flood their mines, or blow them up, or render them otherwise unproductive, rather than suffer the coal to serve the uses of warships fighting against an European or American State. We can only say that foreigners of that kind have yet to be discovered.

## NEWS FROM INDIA.

### Professor Haffkine's Prophylactic.

In respect to the demand from Home for Professor Haffkine's prophylactic, the Government of India was asked the cost of supplying from 50,000 to 100,000 doses, and the earliest date at which this quantity could be despatched. It was also asked whether the demand for 50,000 doses a week could be sent to London. Russia desires to obtain a considerable stock for Port Arthur. Italy has been making inquiries for home use, and Portugal in order to inoculate at Mozambique. At present the laboratory can only turn out 10,000 doses per day, and if India and Europe are to be supplied, the new laboratory will have to be rapidly increased to about three times the size it is at present. Recently 70,000 doses were despatched to Huhli and 10,000 the week before to Mauritius.

### Burma Teak.

The Burma teak trade did not flourish in the past official year, notwithstanding that the period was one of unbroken activity in European markets. Only limited supplies were shipped to the United Kingdom, though the demand for timber for shipbuilding showed no slackening, and the requirements for dockyards and railway works and general purposes were very large. The demand, however, was met from accumulated stocks, new purchases having only been made when absolutely necessary. Consumers expected prices to go down. But they remained firm, what are known as "Europe qualities" maintaining the preference figure of £12 to £13 for squares and £13 to £13-10s. for planks. Freight rates were high. The smaller shipments, however, may be due to a supercession of Burma teak by the products of any other country's forests. The time will come when the teak in Bombay forests will be engaged in a sharp struggle for supremacy with that of Burma. But it will not be yet. The trees are growing tall and straight and promising great things for the future.

### Ceylon Harbour Works.

The work in connection with the Northern Arm is now being rapidly pushed on. The whole vicinity of Mutwal Point has undergone an entire change. The large hill on which Rock House stands has been cut away, and in the excavation there are now quarries and workshops. The hill that formed the Uplands property too has disappeared. Excavations are going on everywhere, and a lot of railroads have altered the old look of the place. Lines are laid to carry off the rubble that is blasted at the quarry and to carry away earth cut out of the hills, and which is found necessary to fill up the portions of the sea reclaimed near Kottlachidde. Rubble has been laid throughout the entire length of the breakwater, and the isolated breakwater too has been laid out with rubble. The laying down of the concrete blocks has been interrupted and suspended for some time. Much difficulty was experienced in conveying and laying down these blocks. But a block-laying barge, the *Ready*, has been brought from Renfrew and the work will be greatly facilitated and expedited. A large number of concrete blocks have been constructed in the yard within the Harbour Works premises, and the work will, therefore, proceed at a more favourable speed than heretofore.

### Mineral Wealth of India.

In the excitement which has been created by the discoveries of gold in South Africa (Klondyke), and West Australia, the mineral wealth of India has been overlooked, although the researches of the Geological Survey of India prove that the Indian Empire is rich in mineral resources. These are being gradually developed, the progress of recent date being noticeable; though the areas which have been tapped are only a fractional part of the vast deposits which exist. There is little doubt that gold-mining in India is bound to take a more prominent place than it has hitherto done, and that next to agriculture it will perhaps come to be the chief industry of the country. With the development of its mineral resources, there will of necessity be a demand for skilled labour, and, just as the growth of railways has created a market for a large staff of highly-trained civil engineers, it is but reasonable to expect that a wide field will be opened out for the mining expert. Owing to the great demand for qualified men by other mining countries, the supply is not sufficient to meet requirements, for it is to England we have to look for our mining engineers. European supervision is required in every department of mining. One of the Kolar Gold Fields in Mysore, thirteen companies are at work on about eight square miles of ground, and there a staff of 400 Europeans are employed to supervise 60,000 coolies. On the geological map enormous tracts of country in Bengal, Madras, Bombay, the central Provinces, Rajputana, and Burma are marked out as gold-bearing, while there are other vast areas which contain iron, copper, coal, lead, tin, salt, and oil. The mining operations in India are only in their earliest infancy, but last year they provided employment for 263,000 persons, who produced minerals of the value of 420 lakhs of rupees. The production of coal last year was 4,063,000 tons, whereas ten years back the output was only 1,564,000. Gold is being mined in Mysore, and precious metal to the extent of 222 lakhs was brought up. The Burma oil wells yielded 10 million gallons, and 66,000 tons of rock salt were extracted from the Punjab, while rubies of the value of eight lakhs were obtained from the gem lands of Mogok.

### Commercial Museum at Calcutta.

During the past five or six years an effort has been made to organise what may be designated as an Indian, commercial museum in connection with the Indian Museum at Calcutta. During that time the work of designing and preparing the fittings of the new gallery has been pushed forward, and it is contemplated that the commercial gallery shall be opened to the public during the ensuing cold season. Meanwhile Dr. George Watt, Economic Reporter to the Government of India, whose services have been invaluable in this connection, is making an extended tour to the chief commercial centres, with the object of securing the co-operation of the mercantile community. Dr. Watt has already completed

a round of the North-West Provinces, and leaves Simla on September 1st for the Punjab, where he will visit Amritsar, Lahore and Peshawar, whence he proceeds on September 12th to Karachi, remaining there from the 14th to the 17th. A visit to Rajputana occupies him from the 20th September to the 30th; the Bombay Presidency from the 2nd October to the 18th; Hyderabad from the 18th to the 21st, the Madras Presidency from October 21st to November 18th. From Calicut Dr. Watt marches through the Wynad to Mercara, arriving there on November 27th, and touring in the Mysore State until December 9th. Thence he goes to Madras, sailing for Burma on December 14th, and arriving at Calcutta on January 1st. As the projected Commercial Museum is designed purely and simply as an aid to commerce and not as a scientific repository, it may be hoped that commercial and industrial firms and associations throughout the country will give Dr. Watt cordial assistance.

## Railway Extension in India.

In a letter to the *Times*, in reference to Lord G. Hamilton's remarks about railway extension in India, during the debate in the House of Commons on the Indian Budget, Mr. G. R. Cheltenham, says:—After having drawn attention to the fact that the receipts from Indian railways during the past financial year were the largest on record, and that "on financial grounds alone" he considered that there was conclusive evidence for "a vigorous prosecution of reproductively public works in India," Lord G. Hamilton made the following statement:—

"Some three years ago I sanctioned a railway programme of extension amounting to nearly 30,000,000 rs. To be spread over the period named. Owing to the heavy expenditure connected with famine and frontier operations the Government found it necessary to reduce this amount to 25,000,000 rs. The new three years' railway programme is estimated to cost 20,322,000 rs., but owing to lapses through the engineering strike and other causes in 1898-99 there are arrears to the extent of 2,050,000 rs. The total is therefore, raised to 22,272,000 rs. and of this amount 8,322,000 rs. is comprised in the Budget for the present year. This includes all railway construction for which the Government undertakes the responsibility, or guarantee, whether on State lines or those of the old company, or branch lines by a further guarantee."

So it would appear that the new three years' railway programme is to cost only 20,322,000 rs., as compared with the expenditure of 30,000,000 rs. sanctioned three years ago; which means that, in spite of his remarks about the necessity of "opening up the country," and the "vigorous prosecution of public works in India," &c., Lord G. Hamilton is actually reducing the amount that is to be spent on doing what he declares it is absolutely necessary should be done by 3,226,000 rs. per annum. It seems to me quite impossible to reconcile what Lord G. Hamilton says with what he proposes to do. He rejoices in a surplus of 4,759,400 rs., for the past financial year, and looks forward to a surplus of 4,400,000 rs., for the current year 1899-1900, which is quite unhelped for all the comparison with his position three years back. Yet three years ago, when the money could not be so nearly as well afforded as at present, Lord G. Hamilton sanctioned an expenditure of 30,000,000 rs. on railways, and now, with a much larger surplus to his credit, and after drawing the attention of the House of Commons and of the public to the fact that it is the duty of the Government to develop reproductively public works in India, he cuts down the amount to be spent on them by 9,678,000 rs., for the next three years, or by 3,226,000 rs. per annum.

## SHIPPING REPORTS.

Captain R. Archibald, R.N.R., of the steamship *Empress of China*, from Vancouver, &c., reports:—Left Vancouver on the 12th ult., thence to Victoria, reached Yokohama on the 26th at 10 a.m. Crossing the Pacific experienced moderate N.W. to S.W. winds with smooth sea and fine clear weather. On the 16th in lat. 51° 35' N., long. 153° 06' W., spoke the barque *Arcturion*, of San Francisco, steering East. Experienced fresh variable winds with heavy rain on Japanese coast, the passage to the China coast being accompanied with light N.W. winds and fine weather. Leaving Wosung on the 1st inst. at 8 p.m. experienced fresh N.E. monsoon which nearing the Formosa Channel increased to moderate gale with high following sea to Chapel Island, thence to port moderate to light N.E. monsoon and fine weather.

## NOTANDA.

### CALENDAR.

OCTOBER.

Metereological means based on fifteen years' observations to 1898.

Barometer..... 29.92  
Thermometer..... 76.2  
Humidity..... 71  
Rainfall..... 5.794

TO-DAY.

WEATHER REPORT.

On date at 10 a.m. On date at 4 p.m.

Barometer..... 29.91 29.82  
Temperature..... 81 79  
Humidity..... 47 51  
Rainfall..... 0 0

TO-DAY.

Wednesday, 4th October, 1899.

Chinese—30th of 5th moon of 25th year of Kwang-si.

Sun—Rises..... 5hr. 54min.  
Sets..... 5hr. 45min.  
High water—Morning..... 5hr. 26min.  
Afternoon..... 5hr. 36min.  
Low water—Morning..... 5hr. 18min.  
Afternoon..... 5hr. 32min.

ANNIVERSARIES.

1535—First English Bible printed.

1834—Attack on foreigners at Wenchow.

1893—S. von Friess committed suicide at Shanghai.

1898—Fire at Chang-teh fu, Hunan, several lives lost and millions of dollars damage done.

TO-MORROW.

Thursday, 5th October, 1899.

Chinese—1st of 9th moon of 25th year of Kwang-si.

Sun—Rises..... 5hr. 54min.  
Sets..... 5hr. 45min.  
High water—Morning..... 5hr. 26min.  
Afternoon..... 5hr. 36min.  
Low water—Morning..... 5hr. 18min.  
Afternoon..... 5hr. 32min.

ANNIVERSARIES.

## SHIPPING AND MAIL NEWS.

MAILS DUE.

French (*Sydney*) 8th inst.  
American (*Nippon Maru*) 10th inst.  
Australian (*Changsha*) 13th inst.  
American (*Coptic*) 26th inst.

The Austrian Lloyd's S. N. Co's steamer *Maria Valerie* left Kobe for this port to-day.

The N. P. S. S. Co's steamer *Olympia* arrived at Tacoma from Japan and Hongkong on the 1st inst.

The M. M. Co's steamer *Sydney* with the next French mail, will leave Saigon to-morrow Thursday at 1 p.m. for this port.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isle de Cuba..... at Kowloon Dock.  
Isle de Luzon..... " " "  
H.M.S. *Benbow*..... " " "  
Fishes..... " " "  
Hue..... " " "  
Hanshan..... " " "  
Kiangpoo..... " " "  
Simla..... " " "

Suez..... " " "  
Dacca..... " " "  
D. Juan d'Austria..... " Cosmopolitan "  
Doric..... " " "



## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SADO MARU.....	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.	FRIDAY, 6th October, at Noon.
SANUKI MARU.....	Kobe and YOKOHAMA.	THURSDAY, 12th October, at Noon.
*KINSHU MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A., via Kobe & YOKOHAMA.	THURSDAY, 19th October, at 4 P.M.
TAMBA MARU.....	MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID.	SATURDAY, 21st October, at Noon.
KASUGA MARU.....	NAGASAKI, Kobe and YOKOHAMA.	SATURDAY, 21st October, at 4 P.M.
HAKUAI MARU.....	VLADIVOSTOK, via SWATOW, AMOY, SHANGHAI, WEL-HAI-WEI, CHEFOO, CHENULPO & NAGASAKI.	THURSDAY, 26th October, at Noon.
YAWATI MARU.....	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 27th October, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 2nd October, 1899.

## "CLAYMORE."

## FINE OLD SCOTCH WHISKY.

SOLE AGENTS:

THE VICTORIA DISPENSARY, HONGKONG.

1247a]

PHOTOGRAPHIC  
PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS,  
&c., &c., &c.

Cost Post Orders Executed.

ACHEE &amp; CO.,

FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG.

[1239a]

**SETTING UP OF DISTILLERIES**  
Rice—Corn—Sugar-cane, etc.  
PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS  
SETTING UP OF  
Liquors Factories—Preserves Factories  
Laboratories of Druggists—Essences Factories  
**STEAM KITCHENS**  
EGROT & GRANGE, rue Mathis, PARIS.

Apply to Messrs. Dodwell & Co., Ltd., Hongkong.

## COMBUSTION

In the human body is of the utmost importance in determining vitality. Unless combustion is active, the vital organs lose their power, the body loses flesh, skin becomes pale, and the whole system is in danger.

## Scott's Emulsion

Induces a healthy combustion, by supplying the blood with the principle of carbon—the principle which enriches the blood, assists in making healthy flesh, and gives force to the vital organs. By taking Scott's Emulsion you gain the human steam that keeps the body vigorous. It nourishes when all other food is of no avail. All Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS &amp; CO., Hongkong.

## JAPANESE CURIOS. KUHN &amp; KOMOR.

JUST RECEIVED.

FRESH STOCK OF NEW STYLISH  
GOODS  
AT LOW PRICES.

Hongkong, Canton, and Japan Views.

D. NOMA,  
No. 12, Queen's Road Central,  
Opposite the City Hall.

Hongkong, 2nd October, 1899.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL  
BILIOUS AND NERVOUS DISORDERS  
SUCH AS  
SICK HEADACHE, CONSTIPATION,  
WEAK STOMACH,  
IMPAIRED DIGESTION,  
DISORDERED LIVER,  
AND FEMALE AFFECTIONS.

ANNUAL SALE OF SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor—

THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS FOR HONGKONG and the

EMPIRE OF CHINA:—

WATKINS &amp; CO.,

APOTHECARIES' HALL, 66, Queen's Road

Central, Hongkong.

## F. CAZANOVE,

BORDEAUX.

Bordeaux, 1892. Paris, 1893.

## LIQUOR

OF THE REVEREND FATHER

A. KERMANN.

This ELIXIR is employed with  
success to remove the PURGERS  
OF THE STOMACH and FACILITATES  
THE DIGESTION.

TONIC WINE  
Of the Rev. Father A. KERMANN  
MOE-EI-SA of Dr. GOLLZ  
CREME DE MANDARINE.  
AVALINE ANNETTE SUPERFINE.

Apply to

LAENDLER &amp; Co., Paris.

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-

LERS and WATCHMAKERS.

Sole Agents in the East for the celebrated

CLEMENT, HUMBER and GLADIATOR CO., Ltd.,

DUNLOP TYRES' BICYCLES—PRICE...\$160.

A special reliable Watch made for this Climate.

Quality A.....\$16

Quality B.....\$12

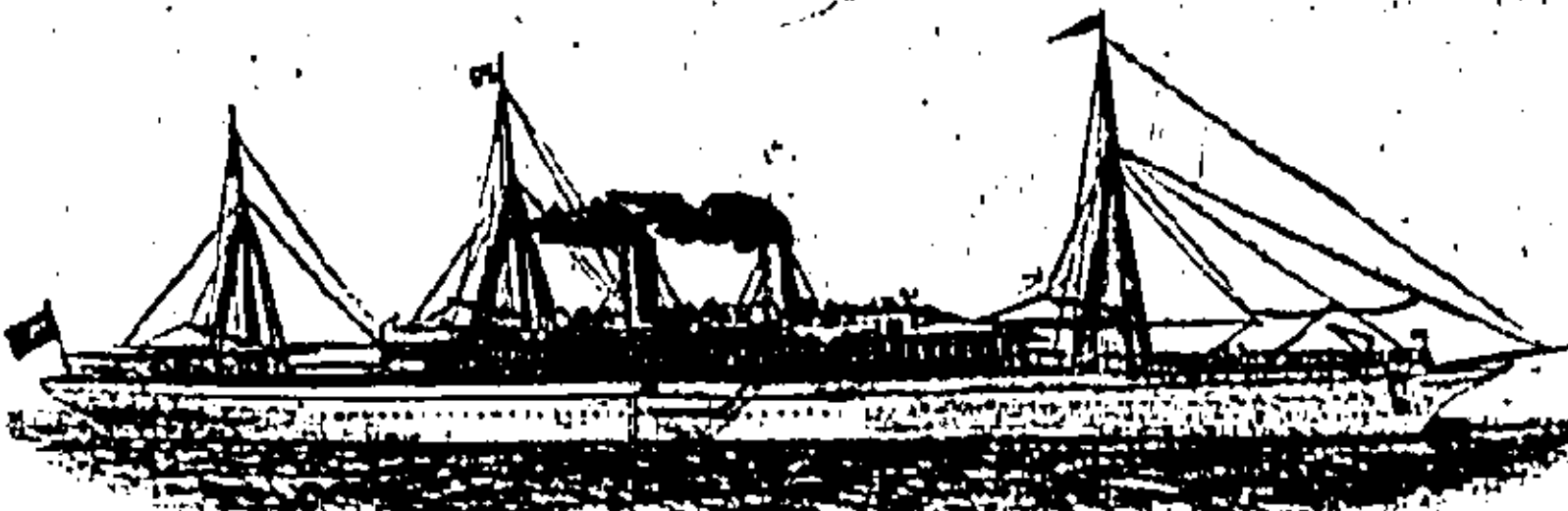
40, QUEEN'S ROAD,

Watsopp's Building.

## Mails.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

1899.



1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 25th Oct., 1899.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 20th Dec., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUNARINE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &amp;c., apply to

D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 27th September, 1899.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu) Thursday, 19th Oct., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu) Tuesday, 14th Nov., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu) Saturday, 9th Dec., at Noon.

THE Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 19th October, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th September, 1899.

## SAILING VESSELS.

FOR PHILADELPHIA AND NEW YORK.

THE 3/3 A.I. American Ship

"ST. MARK,"

Dudley, Master, shortly expected from MANILA will land here for the above Ports and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBURG &amp; CO.

Hongkong, 20th September, 1899.

[1198a]

## FOR NEW YORK.

THE 3/3 A.I. American Ship

"CHALLENGER,"

Gould, Master, is now ready to load here for the above port, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBURG &amp; CO.

Hongkong, 10th September, 1899.

[1197a]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"COROMANDEL,"

Captain F. W. Gilbert, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &amp;c., on SATURDAY, the 14th October, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &amp;c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 30th September, 1899.

## NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

City of Duluth...[3377] J. R. Evans...[Oct. 14]

City of Seattle...[3378] J. R. Evans...[Oct. 14]

Frederic...[3377] J. R. Evans...[Oct. 28]

Queen Adelaide...[2382] F. McNair...[Nov. 18]

Saint Irene...[3377] W. Aitree...[Dec. 9]

ALSO

FOR PORTLAND, OREGON, IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Monmouthshire...[2374] W. A. Evans...[Oct. 7]

Aberglow...[3377] J. Murray...[Nov. 11]

Monmouthshire...[3378] W. A. Evans...[Dec. 23]

Aberglow...[3377] J. Murray...[Jan. 27]

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. Do not STEWARDNESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the continent of America. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to

DODWELL &amp; CO., LIMITED.

General Agents.

Hongkong, 18th September, 1899.

## CARBOLINEUM AVERNARIUS

USED FOR OVER 20 YEARS.

With the Oldest Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot and Dampness.

Sole Agents for China, LUGENS, RINSMANN &amp; CO.

Hongkong, 11th September, 1899.

[1196a]

## Mails.

## NORDEUTSCHER LLOYD.

(Freight Service.)  
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

## HAMBURG-AMERIKA LINE.

(East Asiatic Service.)

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*SAVOIA.....	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	12th October	Freight and Passage.
*HEIDELBERG.....	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 5th November	Freight and Passage.
ANDALUSIA.....	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 15th November	Freight and Passage.
Schönfeldt.....	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 20th November	Freight and Passage.
*SIBIRIA.....	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 20th November	Freight and Passage.
Hildebrandt.....	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 30th November	Freight and Passage.
BAMBERG.....	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 30th November	Freight and Passage.
Mayer.....	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 30th November	Freight and Passage.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &amp;c., apply to

CARLOWITZ &amp; Co., Agents.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA &amp; SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, HONOLULU and SAN FRANCISCO, THE UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &amp;c.

Thyra.....[3396] about Oct. 15

Belgian King.....[3379] about Oct. 31

Carmarthenshire.....[2929] about Nov. 15

Carlisle City.....[3602] about Dec. 15

THE Steamship

"THYRA,"

will be despatched for SAN DIEGO VIA AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about SUNDAY the 15th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 22nd September, 1899.

## U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

\*Onsang (via Nagasaki, Kobe &amp; Yokohama) Wednesday, 25th Oct., at Noon.

City of Seattle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu) Tuesday, 21st Nov., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu) Saturday, 16th Dec., at Noon.

THE Chartered Steamship

"ONSANG,"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE and YOKOHAMA, on WEDNESDAY, the 25th instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.



## A TRANSVAAL OUTLANDER.

THE BOER SOLDIER.

IRREGULAR FORCES.

Two weeks ago, Mr. John Wilson, an Outlander who had resided two years at Johannesburg, which he left in July last, arrived at Colombo from Natal. At Colombo, in an interview with a representative of the *Times of Ceylon*, Mr. Wilson gave the following particulars of the Boer forces:

The Boers have no regular troops with the exception of the State Artillery which comprises three complete regiments of Krupp quick-firing, 7-pounders and maxims, on field carriages. These field batteries were kept up-to-date and smart, the men being Boers, while the officers were either German or Dutch. Very little was known of them, as people had no opportunity of seeing the batteries, and whenever they were out field-maneuvring the proceedings were kept secret. The general opinion, however, it is that this artillery would not be of much use in case of war. The Boers, it is known, would keep up a guerrilla warfare, and the embarrassment that must result to irregular troops having guns to protect would be considerable. It was doubtful if the Boers would derive any advantage during the war from their artillery. In guerrilla warfare it was expected they would give a good deal of trouble. Scattered over an extensive and wild country, and engaged in out-door pursuits from childhood, the Boer was a crack shot, and to encourage shooting monthly tournaments are held amongst them. It was simply wonderful, knowing the immense area over which they were spread, to see the speed with which the Boers could be congregated. Each rural district had a board of field cornets, and over these there was a commandant; and in case of war the field cornets were all notified through the commandants to assemble all the burghers in the district at whatever point required. All these burghers were well-armed, generally with Mauser rifles, and had horses, saddles, harness, etc., ready for immediate service; and in a case where a man was unable to buy arms or keep a horse in good condition, assistance was given by the State. The field cornets have to see that the men were not wanting in these. Of late the Boer Government had been very strict in this direction, and every man had his horse well foraged and in good condition to take the field at once. Every male, 16 years and upwards, was expected to take up arms, and when the call came there would doubtless be sixty thousand fighting men ready. Drill, as we know it, was an unknown quantity with them, but they had a very good idea of fighting in their own fashion. The South African farmer, whether Dutch or English, is always a good shot, and another thing he is sharp at is range-finding, the latter being acquired by their sporting habits. The air of the country was so dry and thin that to come to the front and make distance-judging a difficult matter, and object that you thought to be four hundred yards off would be perhaps six hundred yards distant. The rainfall in the Transvaal was very small; with the exception of occasional rain and thunderstorms between October and March, the rest of the year was perfectly dry.

## THE P &amp; O. BRINDISI ROUTE.

A Rome despatch advises that the Italian Government, the Italian Railway Companies, the Sleeping Car Company, and the P. & O. Company have concluded an arrangement by which the Mail service to India via Brindisi will be considerably improved. In future, English passengers to or from India will have no occasion to complain of the visits of Customs officials in Italy, which are henceforth abolished. One ticket for the whole journey from London to India, or *vice versa*, will be issued at a price less than that by the Marseilles route, and special tickets will be issued for the whole period of the official's leave. Further, the main service in connection with the Indian Mail will be accelerated, the journey through Italy being shortened by four hours. A considerable sum will be spent on improving the port of Brindisi, and the P. & O. Company has agreed to run between that port and Alexandria vessels equal to those on the Marseilles-Alexandria route. With these improvements, it is claimed that the journey to India, *via* Brindisi, will undoubtedly possess many advantages over that *via* Marseilles.

## PENANG'S NEW PUISNE JUDGE.

Mr. Justice Harwood sat in court on Friday, 22nd Sept., as puisne judge at Penang, and tried small cases. Upon his Honour's taking the bench Mr. Ross, on behalf of the Bar, congratulated him upon his appointment and expressed his regret that such appointment was only temporary. The volume of work in the courts of this settlement warranted Government in making the appointment, and made it desirable that it should be continued until four judges were present in the Colony. Mr. Ross pointed out the learned Judge's long service in the Colony and his experience of the habits and customs of the people placed him in an advantageous position.

Mr. Justice Harwood said, in reply, that he was deeply sensible of the sympathetic words uttered by Mr. Ross on behalf of the Bar.

## PERAK NEWS.

Tigers are reported to be causing considerable havoc among cattle at Batu Kurau. Within the last month or two, over 20 head have been carried off, and the beasts are getting more daring day by day. The reward of £50 offered for the destruction of each of these beasts, though ample for a chance bag, neither covers the outlay nor compensates one's troubles sufficiently to induce a person to seriously set to work to rid the country of these brutes. Batu Kurau, though within a few hours' reach of Taiping and possessing a large population of Malays and Chinese and with rich mines and healthy plantations, does not mention the Public Works Department, which is hardly receiving the amount of attention at the hands of the authorities which as a rising settlement it ought to get. Roads and paths there are none.

The Government have had under consideration a proposal to remove the township of Taphu to a more suitable locality, both as regards health and sanitation, and of making headquarters of Batang Padang on the main line of railway communication, and as it is six miles distant from a railway station, it has many disadvantages. The proposal is that the headquarters be removed to Bidar or Chendiang.

The Government do not propose to hand over the Taiping Central School to the American Mission, but will get out a new headmaster from England.

Colonel Walker, C.M.G., leaves for Selangor shortly to take up the appointment of Acting Resident.

The duty realized from the exportation of tin during last month, amounted to \$315,204.—*Para Planth.*

## JAPANESE EMIGRATION TO THE UNITED STATES.

AN EXTRAORDINARY CASE.

An interesting Japanese immigration case is reported in the *San Francisco Chronicle*. It appears that a Japanese named Ota arrived at San Francisco some time about the beginning of August on the steamer *Hongkong Maru*. The Federal quarantine officer found upon examination that he was suffering from an incurable disease. Upon receiving a certificate to this effect the Immigration Commissioner, Mr. H. H. North, refused the Japanese permission to land, and by direction of the Commissioner the steamer company held Ota in custody pending deportation.

In order to secure the release of Ota, Attorney Barnes wrote out a writ of *habeas corpus* in the United States District Court. On the hearing it was shown that Ota had been in America before and established a permanent residence. He is a member of a local Japanese firm and some months ago proceeded to Japan on a business trip to purchase goods for his firm.

Upon the facts shown, Judge De Haven held that Ota was not an alien immigrant within the meaning of the Immigration Act of 1892. The Judge declared further that the action of the Immigration Commissioner North in ordering Ota to be deported was in error. At the same time, Judge De Haven refused to interfere, holding that Ota's only hope of redress rested in an appeal to the Secretary of the Treasury.

At the time of this decision Judge De Haven, an appeal to the Secretary of the Treasury was pending. Within a few days a decision came from Washington, in which the Secretary of the Treasury approved and affirmed the action of Commissioner North. (There is less hope in America in the case of an appeal from one official to another than in almost any country in the world.) In this situation of the case, and to prevent the deportation of Ota, his attorney promptly took out a new writ of *habeas corpus*, which was called for hearing before Judge De Haven on September 2nd.

A strong plea was made by General Barnes for the release of his client from custody. He took the position that Ota having been in the country before was not an alien immigrant, and therefore, not subject to the jurisdiction of the Immigration Commissioner. Decisions were quoted in cases of kindred nature in which Courts of other sections of the country had interfered.

Judge De Haven rendered a decision which sustained General Barnes as to the status of Ota before the law. At the same time, however, he declined, as in the previous hearing, to interfere with the action of Commissioner North and the Secretary of the Treasury. "I base this decision," said the Judge, "simply upon the theory that the Court has no jurisdiction. I am satisfied that Commissioner North rendered an erroneous decision, and the petitioner is not an alien immigrant, and should have been permitted to land. Under the law, however, this Court can afford no relief, and the writ, therefore, must be discharged."

General Barnes accepted the decision with all possible grace. He asked the release of the prisoner on bail pending an appeal. This request was denied on the ground that the Court had no jurisdiction.

"It does seem strange," commented Barnes, "how such a condition can exist. Everybody admits this decision is wrong, and this man is the victim of great hardship and injustice. Still we are told everywhere that there is no relief."

"You can go to the Supreme Court of the United States," suggested Judge De Haven. "True," returned General Barnes, "and should it be necessary we certainly will carry this unfortunate man's case to that august tribunal."

After the Court had adjourned General Barnes stated that his next step would be an appeal to the Circuit Court of Appeals. He urged his client to be of good cheer, and promised Ota to fight the case to the end, even should it take ten years.

"You can go to the Supreme Court of the United States," suggested Judge De Haven. "True," returned General Barnes, "and should it be necessary we certainly will carry this unfortunate man's case to that august tribunal."

After the Court had adjourned General Barnes stated that his next step would be an appeal to the Circuit Court of Appeals. He urged his client to be of good cheer, and promised Ota to fight the case to the end, even should it take ten years.

After the Court had adjourned General Barnes stated that his next step would be an appeal to the Circuit Court of Appeals. He urged his client to be of good cheer, and promised Ota to fight the case to the end, even should it take ten years.

After the Court had adjourned General Barnes stated that his next step would be an appeal to the Circuit Court of Appeals. He urged his client to be of good cheer, and promised Ota to fight the case to the end, even should it take ten years.

After the Court had adjourned General Barnes stated that his next step would be an appeal to the Circuit Court of Appeals. He urged his client to be of good cheer, and promised Ota to fight the case to the end, even should it take ten years.

After the Court had adjourned General Barnes stated that his next step would be an appeal to the Circuit Court of Appeals. He urged his client to be of good cheer, and promised Ota to fight the case to the end, even should it take ten years.

drained the Spanish pocket. In the fierce desire of expansion which to-day has laid hold of the more active, restless nations, the peoples of the south can take no share. The competition is too pressing for their gay, slothful, pleasure-loving temperament. Where life is easy and work is hard we cannot expect to find a colonial policy conceived with spirit, and the Andalusians, for instance, will not sacrifice themselves for islands overseas, so long as their climate counsels them to idleness; and their soil yields wine and olives to a simple scratching. So it was that for many years Spain failed either to govern or to profit by her colonies; the war, conducted by unscrupulous generals, was a certain guarantee of poverty, and it is a significant truth that by shifting the burden Spain has enriched herself. It is a long while since the peseta bore the value which it bears to-day.

But though the war is over, and accepted loyalty for what it achieved, the Spaniards, in private, still nurse a painted wound. The eternal dislike of strangers, in which they rival the ancient Athenians, is more bitter, more intense than ever. Collectively, maybe, it finds no expression, but you will hardly converse with a solitary Spaniard without discovering the signs of a private resentment. Now this resentment is cherished mildly against the Americans, who have triumphed in war, more strenuously against the English, whose sympathy, says Spain, was too loudly and violently expressed. But this resentment will soon be merged in the unwilling toleration which Spain extends to all foreigners, and then the war will have left little trace, save in a rest from colonial warfare, and in a handsomely replenished exchequer.

## A CRITICISM OF DEWEY.

George Francis Tigh has his eye on Admiral Dewey. In a recent issue of his *Penny Magazine*, he writes:—"Dewey backed out and came home, knowing something would soon break loose. His May '98 message to Long said five thousand soldiers would be required to control his fleet. This shows he was talking through his hat. Miles, May '98, said it would require 15,000, and Merritt endorsed same number, showing they didn't know anything about Aguinaldo's 80,000 rifles. First number P. M. J. said 200,000 could not conquer 10,000,000 in fifteen hundred islands. And I say now we cannot conquer them at all."

## A HIGHLAND ROMANCE.

A few months ago, writes a Scotch correspondent, a wealthy London barrister arrived in a quiet village in Ross-shire. He became enamoured of a prepossessing young school-mistress there, who, however, did not reciprocate his attentions, and to keep him from persevering she constantly wore an engagement ring she had received from another suitor. The barrister, however, persisted in his attentions, and in August the pair met at a tea in the village. The regular clergyman was not present, but a young probationer suggested that the barrister and the girl should go through the ceremony of marriage. This they did, answering the usual questions, and the incident ended for the time. The barrister went about the same night, took a house for his bride in London, and came round with his captain and yacht. The lady now saw the scrape into which she had placed herself, and on the return of the barrister, she refused to have anything to do with him. She left the school, and has disappeared from the neighbourhood. The barrister is now in pursuit, but with what success is not yet known.

## AMERICAN VS. BRITISH LOCOMOTIVES.

The chairman of the Midland Railway Company was able yesterday, says the *London Daily Mail* of the 12th ult., to make the highly satisfactory announcement that the American engines which were purchased by that company do not compare at all with British-made locomotives. As we have often had to draw attention to the inroads which the United States are making upon our trade, it affords us pleasure to give prominence to this evidence. This is probably the first occasion on which American engines have been fairly tested against British ones upon a high-class road, and the world, we hope, will note the result.

## Intimations.

MITSUI BUSSAN KAISHA.

No. 6, Lee House Street, Praya Central.

Head Office:—TOKIO.

Branch Offices:—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENSIN, NEWCHANG AND ALL PORTS IN JAPAN.

Agencies:—

Mitsui Coal Mines.  
Kanada Coal Mines.  
Hokoku Coal Mines.  
Yoshitani Coal Mines.  
Onoda Coal Mines.  
No. 1, Onsuji Coal Mines.  
Ichimura Coal Mines.  
Kishida Coal Mines.  
Yoshio Coal Mines.  
Yamano Coal Mines.  
Manoura Coal Mines.  
The Osaka Shosen Kaisha, Ltd.  
Tokio Marine Insurance Co., Limited.  
Meiji Fire Insurance Co., Limited.  
Kangafuchi Cotton Spinning Mills.  
Shanghai Cotton Spinning Mills.  
Tokio Cotton Spinning Mills.  
Mitsui Cotton Spinning Mills.  
Imperial Government Paper Mills.  
Onoda Cement Company.

MITSUI BUSSAN KAISHA,  
K. HASEGAWA,  
Manager.

Hongkong, 19th August, 1899. [45]

DUMINY &amp; CO.

CHAMPAGNE

EXTRA DRY

Carte D'Or

Sillery

Jeml 800

M. OPPENHEIMER &amp; Co., Paris.

## Insurances.

## THE EQUITABLE LIFE ASSURANCE SOCIETY

OF THE UNITED STATES.

DECEMBER 31st, 1898.

Outstanding Assurance ..... \$987,157,134.00  
Assurance Applied for in 1898... 198,362,617.00  
Examined and Declined ..... 39,318,878.00  
New Assurance Issued ..... 168,043,739.00  
Income ..... 50,249,286.78  
Assets December 31st 1898... 258,369,298.54  
Assurance Fund ..... 198,898,259.00  
All other Liabilities \$2,160,550.27 201,058,809.27  
Surplus ..... 57,310,489.27  
Paid Policyholders in 1899... 24,020,623.42

STRONGEST IN THE WORLD.  
The Surplus now amounting to more than \$600,000,000 belongs exclusively to Policyholders. The Surplus of a Life Assurance Company is the Fund from which all Dividends MUST be paid.

The Equitable of the U.S. has by several millions Sterling the largest Surplus of any Life Assurance Company in the World. DIVIDENDS. In the last 6 years the "Equitable" paid Dividends to its Policyholders amounting to more than \$14,000,000, or nearly 1,500,000 more than the Company which came nearest to it.

Apply for Particulars of the Guaranteed Cash Value Policy to the Society's Hongkong Office.

F. KIENE,

Acting Manager.

Hongkong, 18th September, 1899. [1183a]

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Co. are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN &amp; Co.

Hongkong, 28th May, 1899. [18]

## Consignees.

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. CO.'S Steamship.

"PARRAMATTA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

From London, &c., ex S.S. *Himalaya*.  
From Persian Gulf, ex B.I. S. N. and B. P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.

Goods not cleared by the 5th October, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,

Superintendent.

Hongkong, 19th September, 1899. [5]

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "DORIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,

Agent.

Hongkong, 30th September, 1899. [2]

## NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "MONMOUTHSHIRE"

FROM PORTLAND, OR., YOKOHAMA, KOBÉ AND MOJÍ.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL &amp; CO., LIMITED,

Agents.

Hongkong, 2nd October, 1899. [14]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"CHELYDRA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 5th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 3rd October, 1899. [1260a]

## MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

It is now in a position, in his New and Commodious Premises, to eclipse as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a speciality.

Hongkong, 22nd September 1899. [45]

## Shipping.

## STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Company's Steamship

"CHELYDRA,"

Captain Davies, will be despatched as above on SATURDAY, the 7th instant, at 3 P.M.

For Freight or Passage, apply to JARDINE, MATHESON &amp; Co., Agents.

Hongkong, 3rd October, 1899. [1259a]

## "BEN" LINE OF STEAMERS.

FOR NAGASAKI, KOBÉ AND YOKOHAMA.

THE Company's Steamship

"BENLARI,"

Captain Knoble, will be despatched as above on SATURDAY, the 7th October.

For Freight or Passage, apply to GIBB, LIVINGSTON &amp; Co., Agents.

Hongkong, 3rd September, 1899. [1235a]

## SHEWAN-TOMES &amp; CO.'S "NEW-YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE New Steamship

"PING SUY,"

Captain C. de la Perelle, will be despatched for the above Port, on SATURDAY, the 7th October.

For Freight, apply to SHEWAN, TOMES &amp; Co., Agents.

Hongkong, 30th September, 1899. [1020a]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU,"

Captain S. Nagata, will be despatched for the above ports, SUNDAY the 8th instant, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.

Hongkong, 2nd October, 1899. [1213]

## CHINA-NAVIGATION COMPANY, LIMITED.

SWATOW AND TIENSIN.

THE Company's Steamship

"NANCHANG,"

Captain Finlayson, will be despatched as above on TUESDAY, the 10th instant.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 3rd October, 1899. [1229a]

## OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"CALCHAS,"

Captain Gregory, will be despatched as above on TUESDAY, the 17th October.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 25th September, 1899. [1216a]

## OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ORESTES,"

Captain Palford, will be despatched on TUESDAY, the 31st October.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 25th September, 1899. [1221a]

## FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARGYLL,"

will be despatched for the above port and will be followed by S.S. "JOHN SANDERSON" at Intervals S.S. "AFGHANISTAN" ..... of 2 weeks.

For Freight, apply to DODWELL &amp; CO., LIMITED, Agents.

Hongkong, 7th September, 1899. [941a]

## To be Let.

TO LET.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the IMPERIAL BANK OF CHINA).

Apply to Comptroller Office, E. C. HOCHAPPEL.

Hongkong, 23rd March, 1899. [398a]

## TO LET.

ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates.

Apply to c/o of this Office.

Hongkong, 17th May, 1899. [664a]

## TO LET.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection).

PROPERTY lately occupied by the Bowington Saw Mills.

GROUND FLOOR, 52, PEARL STREET.

OFFICES:—1st floor, No. 10, PRAYA CENTRAL (lately occupied by Messrs. MELCHERS &amp; Co.).

"HARFORD," MAGAZINE GAP, No. 4, RIFON TERRACE.

Apply to THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LD.

Hongkong, 28th August, 1899. [12]

## NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. EYES FLUID

THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS &amp; Co., Bank Buildings.

Hongkong, 9th March, 1899. [11]

## Intimations.

THE CHINA &amp; JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.



